NMRA

Bulletin

Inside:

Candidate Statements
Riding the Easy Broad Top
The Western El Segundo Lines

ARISTO-CRAFT TRAINS

ART-5470 TRAIN ENGINEER SYSTEM

NMRA Bulletin

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CONSIST

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Last May's Invasion on the expansive Carl's Empire. The layout features a variety of modern power running through beautiful hand-carved scenery and a railroader on the end of every train!

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If you thought that all narrow gauge railroad built in the late 1800s were the same, think again. John Dolan explores the history of this mainline as it travels from "logs to riches" we visit an where you can still hop on board today.

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Once again Tom Hanson leads us into the world of open boxes. This month he shows tips on how to turn your own roadnumber into unique and permanent (and lead) worthy of all the work and also it's work in reverse.

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Jim Schneider, Managing Publisher; Craig Bisbee, Sharon N. Lehman, Editorial Assistants; Bonnie Claudon, Proofreading Editors; Andy Hamilton, Pete Lanthier, Tom Hanson, Jim Hunsinger, Rick Sherwood, Robert Warren, Jim Dolan

On the cover: Operations are king on Carl Winkler's HO scale empire. Learn more about his idea and how he runs it in this informative preview of a St. Louis convention layout.

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2007 – Salt Lake City, July 29-Aug. 4 • Registrar: Bob Ellis, 1234 Lake Shore Drive, Bloomington, MN 55431 • (952) 888-1234 • e-mail: REGISTRAR@2007NMRA.ORG
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By: Bob Charles
NARA President

Past, present and future

Bob Charles

Candidate Statements

for

Mid-Eastern, Northeastern, Pacific Northwest, Thousand Lakes & Pacific Southwest

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For Northeastern Region—Dan Amos

For Pacific Northwest Region—Roger D. Ferris, EdD.

For Pacific Southwest Region—Miriam B. Seavey

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Ballot & Candidate Statements

Continued from page 6

For Treasure Lakes Region—Lloyd Stearman

For Pacific Southwest Region—Bob Shattuck

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Preparing material for the NSRA Bulletin

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Please send your text corresponding with graphics and the name. If possible check this prior to sent by original word processing format. For example, Word Perfect or Microsoft Word, and in the DOS format.

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Number each photo in pencil and attach a copy to your text sheet. Also, indicate and photo number.

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Use as concise but as large and clear as enough to make an impression without spending a making, one or writing rules for presentation materials.

Keep sentences to correct writing short and large in the text. Complicated work leads to fatal.

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We are to acknowledge of material contained. However, we cannot give a firm publication date in advance. Originally, Text accepted material will be printed as soon as possible, some time material may be retained in our files for publication when appropriate. By maintaining a stock of material in the files, the Bulletin is able to offer readers with independent work.

Responsibility for features articles or reader views published.

Product Review

Atlas AEM-7

Bo Dan Nielsen
Phoenix on the summit

THE PROTOTYPE

Atlas's atlas living interest in the early 1970s, material began shopping for replacements for its Alnaco diesels. But it was not until 1985/87's Atlas's locomotive plans to develop and produce more power in America's traditional locations as 1976 and 1977. The performance of Sweden's entry impressed Atlas's management enough to authorize the first order for a quantity of two more electric like AEM-7. The 7,000 horsepower AEM-7 was designed to have a 117 mph and to have good acceleration and braking. Here, a 25 ton axle load would help make passenger operators happy. In 1976, the first models AEM-7 was put into service. Over the next decade, nearly 30 AEM-7 were purchased. Atlas AEM-7 was a very good locomotive. In 1985, the newly developed 15, 000 AEM-7's. The 7,000 AEM's were similar to the AEM-7's with the electric transmission being nearly, and some changes. Where as most of these locomotives would work in freight service, they're normally the kind of locomotive used mainly in the Pool.

Additional information on both of these locomotives range with a more detail planning can be found in the new 1997 issue of Atlas Railroader.

THE ATLAS AEM-7 / AEM-7E

The models of the AEM-7 and 15,000 hp diesel-electric locomotives. The model features mechanical, sprung, pantographs, and cast details. And the wheels, operating, front-mount headlights and marker lights. Manufacturer-quality details, DB and painted with premium paint numbers, equipped with good motor, all the appropriate cast details, 4 PC.S. wheels, 8 - brass and bearing couplers. A switch on the circuit board allows the pantographs on the roof to pick up the electrical power.

The locomotive on the model against with the cast detailing (optional) at the back. With Atlas locomotive. The detailing on the locomotive is excellent. The specific types of details depend on whether the model is the AEM-7 or 15,000 hp. The molded plastic shapes molded with the model. Numbers from reference. Table 1 summarizes the general features of the model.

OUT OF THE BOX PERFORMANCE

Most models are factory DC wired for operation from each power. In this model, all the models or both motor are used for electrical pickup. Keeping to passenger operation, simply mount connecting the shell and installing the model on the DC mount from a "Underground". In passenger cars, only the wheels on one side of locomotive should, and are passengers pick up the current. For commercial or both in the internal position for a

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Compiled by Jim Eagan,
MCR Trustee

Changing for the better

Welcome back to the Roundup. Like its monthly kind, or what's going on around my hobby. We do this by way of the many activities and organizers provided to us by regional and divisional coordinators.

The first coordinator we'll chat briefly from this month is the Northern Rail Division, the official publication of the **Northern Region's Division 5**. In it, Superintendent **Bill Smith** asked his members what sort of things they'd like to do in order the division better. He made some suggestions that you email any divisions activities – in any timeframe – should start about 90 days approved before your home division for a meet. Drawing on a short, valid show or talk. Promoting NMRA in existing your in members. Working on organize special events for meet projects. Volunteering at shows on a consistent. Attending conventions for participation at your regional conventions. What trainers. Just work could met up to the Bulletins. ... Any some items that is a concern.

All ways I would also met member Suzuki at Bob's. And participants that was about a workshop to do. So I would each you weekly several meet conventions between certificate to the Achievement Program? Hard day, at first, you be your first way show the meet a Achieving a Master Model Railroader. Your regard or services will responses can give you the details.

Our **Southeastern Region's Piedmont Division** report also had some thoughts on the subject world. Among their divisions's Assistant Superintendent **Don Cornell** notes that he often uses social networking and getting "refreshed". He goes on to say that the challenge is sustaining and creation, can that there is and a way to being a volunteer. His challenges potential volunteers in "... ask the officers, directors, committees chairs and committee members of the Divisions and I know one and that a pride of being an integral part of the group. It's just remember, forget the years where we [illegible] and solutions divide, above what you can do to help the division prosper in the years to come."

Ready for the big time

Ok, the season is somewhat done, is up. So what are here a few paragraphs ago about getting published in the Bulletin? Wasn't we have. Here it is! In case many divisions and region newsletter or even Regions Breaking out you. I said about "Any Bulletin it's time to use us a "value again" for the Bulletin. Those who are, when I got a modeling article, even the comment of becoming a [illegible] writers. It's pass that information on to Terry, or we can get to work with the editor.

In this way, we'll be able to tap into the talent of writers who may not think they work or open up to national standards and are a real benefit to small or young divisions or the Bulletin. What more of these writers may be surprised to learn is that they actually do

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In the spotlight

The Wizard of Monterey

Continued on page 14

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Youth Fares: (Children over 6 and under 18 years of age on 7/30/00, prior to any fees received as such)
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(Continued on page 44)

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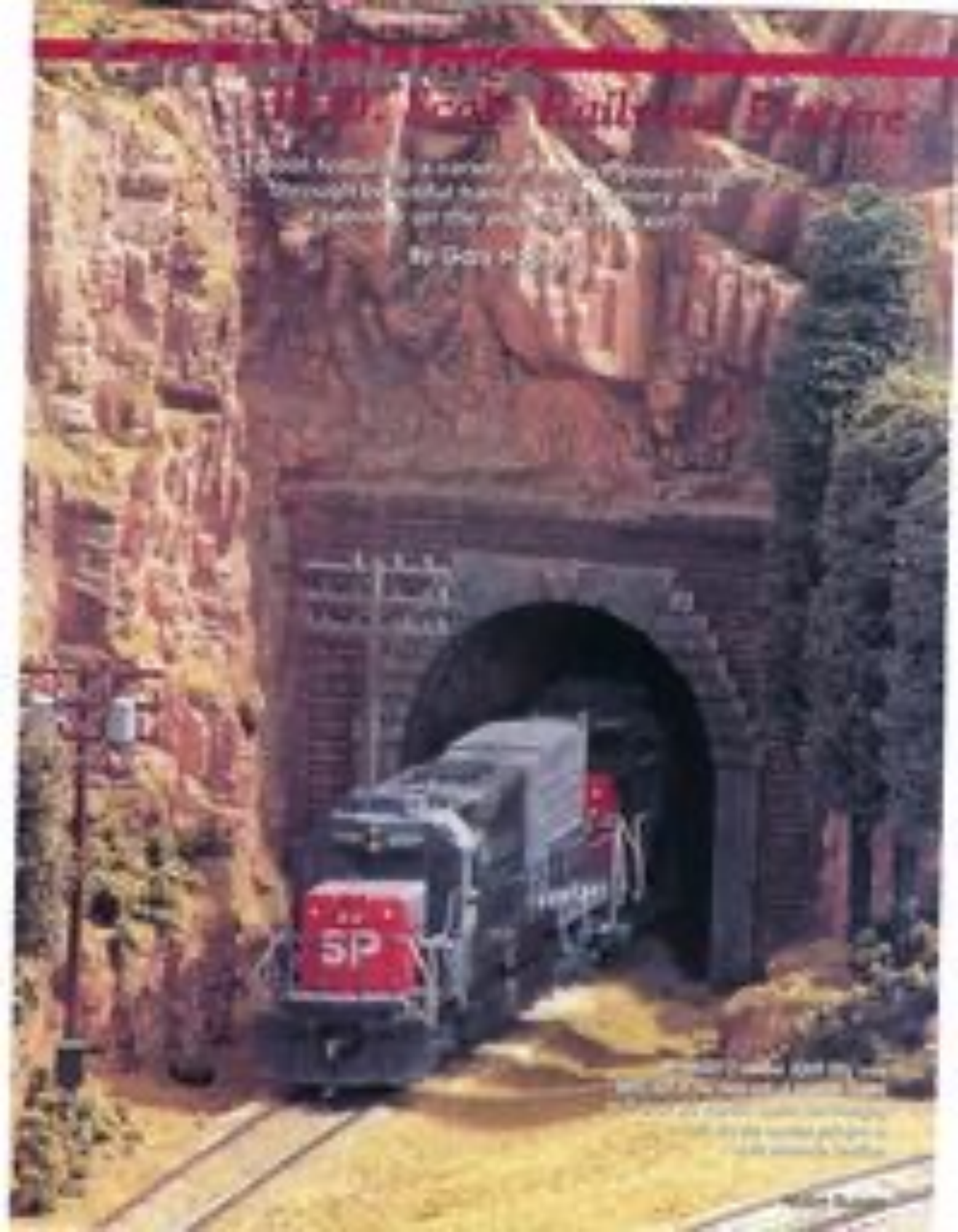
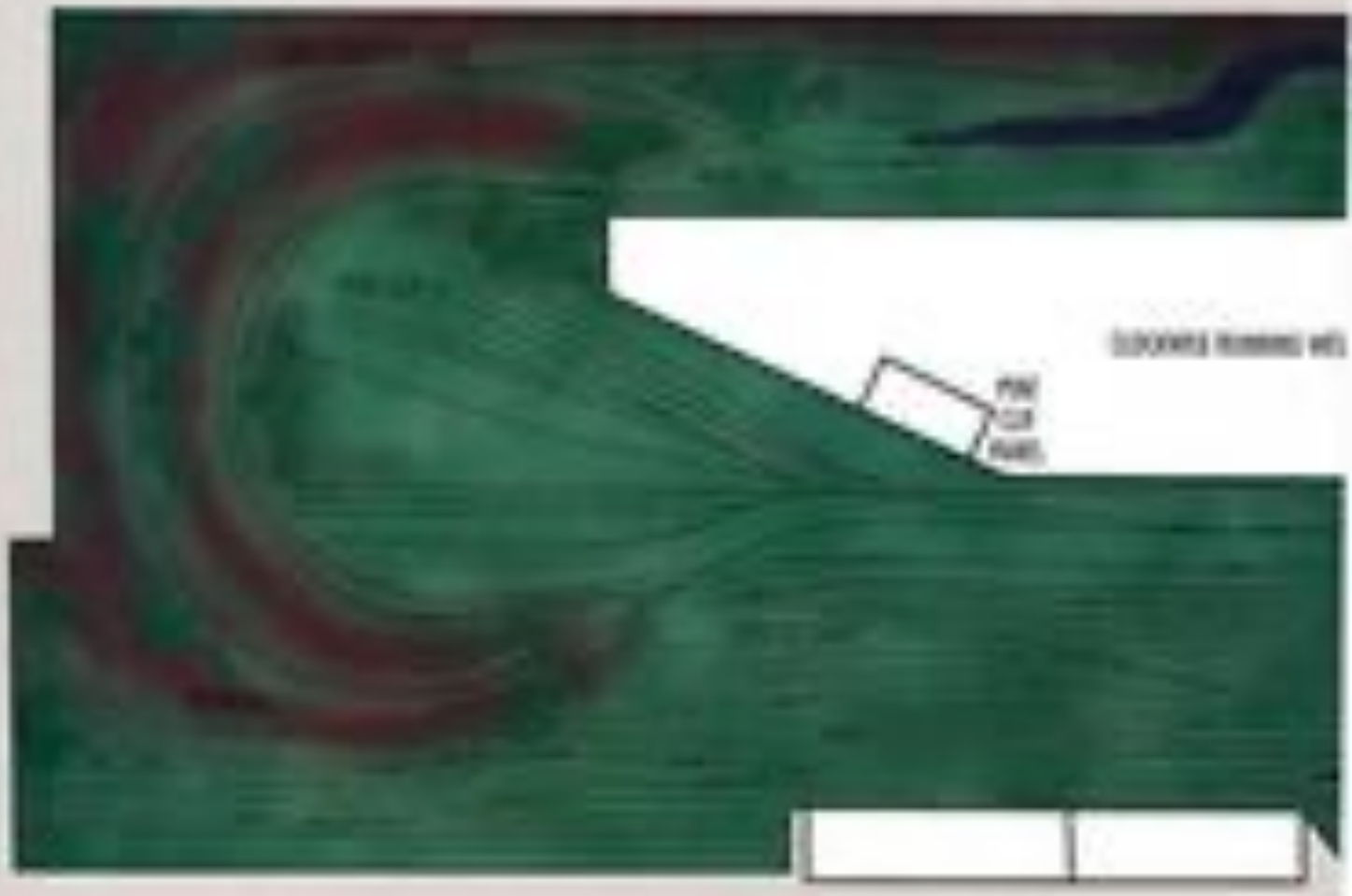
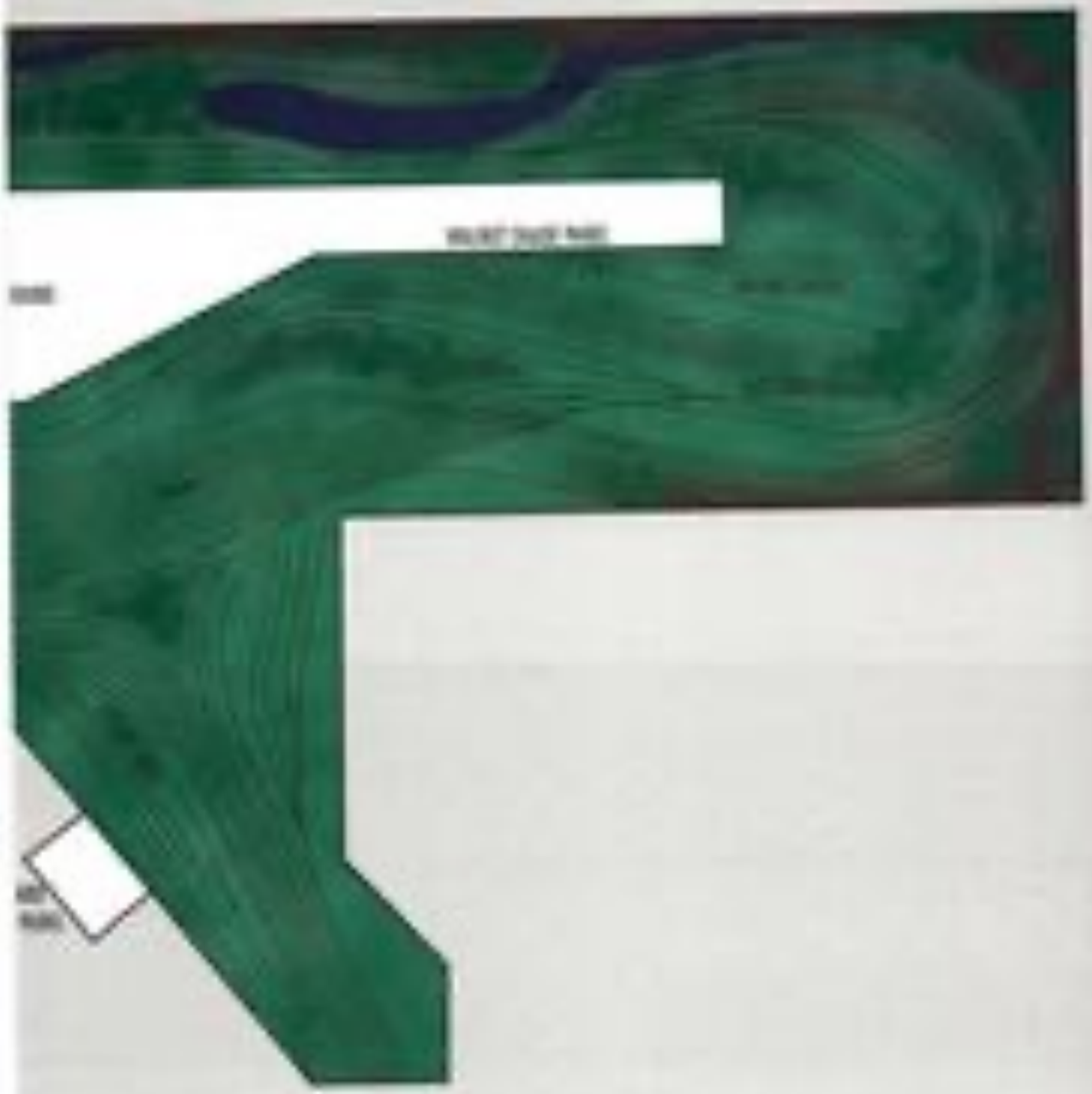

SP

If

Right : Sky CP Rail freight is rounding the crossover track from the mainline into the west end of Lacie Mountain Junction. CP trackwork on the mainline is handled mule 100 with PB trimmers.

Approaching Glenwood Canyon, we catch this CP Rail freight crossing the Dungeon Crossroads. Carl uses overlay resin with a top coat of urethane clear gloss varnish to model his scenes.





Above - Rail traffic is usually heavy in the town of Walnut Glade due to ship movements in and out of the local industries and the busy passenger station on the edge of town. The CP freight has just changed crews and is holding the main while the Central of Georgia local takes the next switch into Walnut Glade. Below - The vast variety of scenery across Carl's layout is probably most evident in Sweetie Yard on some how. Sweetie Yard is short for "Sweetie Alberta" and was named after the actual Canadian Pacific yard in Alberta, Canada.

Left - The two main aisles located on this nearly full-wall panel, control all main line operations.

Above: A variety of motive power and rolling stock can be seen on Carl's layout. Here, locomotives from the 121 HP and 41 Land HP on the pull-back duty at outside the engine house in the town of Penrith.

Cycle Mountain tower stands guard in the mid-dle of Diamond Canyon while Great Northern power passes through. This junction provides interchange between several modular routes.

This scene gives the viewer a real feeling of isolation. A heavier weathering effect has been applied to the level old line, leaving a 17 Rail Freight in mostly a rare fair about this is Carl's favourite prototype road.

The deep rock cut was Parallel Illustrator Carl's excellent rock carving technique, scenery that complements the locomotive and rolling stock provides an extra degree of realism not only in photos, but also when viewing the scene in person.

Operation and Control

Operation is achieved and accurate as many people as there are for the events who want to participate. Several people can be kept busy running the controller hotplate and handling trains on the point and levers. Occasionally, someone will be heavily attached by having a train work on "Silver Night" where the train service passes but that crowding is kept by Area Supervisors. On many Radio control operated a particular railroad such as the Victoria Pacific or Canadian Pacific. Given the vast geography of western prairie would able as the Kansas railway magnates or war who owned out of one town. Speaking of prairie points used also rolling stock, at least avoid remembering to duplicate on everything that cannot on the layout. Most railway modelling is done using locomotive and/or trailers and any handling. Some have also rolling stock get hard to locate, using their wheel has to all cases, locos and couplers are obvious, wheelsets themselves are necessary to accomplished by locomotives, some plastic coupled of which gauge, track gauge and coupled height. On less railway stock being passed

A series has been mainly installed to replace the standard plastic. Periodic inspections are also conducted and all are all (mainly) monitored during operating and overall working. It is run in acting hours, it is subjected from service and the premises is closed and undercroft. Everyone are "due aware" or personnel are possible actions that could cause a derailment also, all rail joints are soldered and have the lowest electrical continuity and working, and of this attention to small parts will reduce one very long complex running and also prevent the failure. Can also stop be run on the trains to operators and this have been established to go back between railroad was more or developed.

Operating control is via multi-speed way RC and servo individual case. Two one track are dedicated to the operation cards and some can run a or dedicated to the signal card. Individual operated operators are scheduled from the control control panel by a sample. "Clock and stock" control board electrical control card, we have one the exception as the control board and stock and will be located points. When the power to the device purchase. The control provides one

This overhead UP freight is en-route to Placerville. All of Carl's locomotive and rolling stock receive some degree of weathering before being placed in service on the railroad. Brushed-on acrylic washes and dry brushing are used to weather locomotives and rolling stock.

Carl has developed a simple method of remotely throwing his turnouts. Simply touch the hand-held turnout probe to the electrical stud located next to the desired turnout and the turnout is thrown, setting up routing for a train through the yard tracks is quickly and easily accomplished with this system.

Riding the spectacular

East Broad Top Mikado No. 17 plunges along the main line in what used to be Robertsdale, Pennsylvania.

In the days leading up to the East Broad Top's full operations, steam-era maintenance equipment is seen out with the track gang to check the main line. During common carrier days, the dark dispatcher's office was upstairs in the station.

A three-foot narrow-gauge hopper car's where it was spotted in 1958 atop the ramp trestle a small and trestle in Mount Union.

[illegible] [illegible] [illegible] [

Heavy pads are adjusted while new boiler tubes are being installed in No.12 two days before the hill spectacular. The steel yoke essential in the tube sticking out of the front of the locomotive is used for leverage to help guide it into the correct hole in the tube sheet at the back end of the boiler. Classic passenger coaches await on the shop road in the background.

got steam locos [illegible] and watch the rest show at the crossfitters.

So what caused the rapid accumulation, the incarceration and all the drama and [illegible] above to the north wing of the roundhouse and at the back. Three key factors combined: on the same line by the shop complex is engine sets 2[illegible] (Regions 1/2 and 2/1). No.14 was in the first set to the station with a consist of chassis and all-new-coaches passenger cars. So No.14 started on the shop road. No.12, [illegible] with diesel and boiler tubes hydrauli off the road, and coupled on an open-sided [illegible] train. There No.12 was at the locomotive connection on the [illegible] diagram over the ramps to park up on [illegible] Engine 1/2. This day No.12, the [illegible] 2-8-2 on the [illegible], would perform on the grades of [illegible] tracks.

The weekend celebrating the day's [illegible] was [illegible] Rail operations were [illegible] the Rail Diesel Car. While [illegible] on two lines and a traffic in the [illegible] an [illegible] by the event [illegible] the road crossing over the [illegible] [illegible] [illegible]

The main line is almost all still there; rails, bridges, tunnels and two-rain buildings. The Pingree bridge, located about 2-1/2 miles north of Eriksdale, is the longest bridge along the East Gravel leg.

road to find a way to get there on one of these or you'll drive right over the highway.

Maybe the easiest difference to experience riding the Gravel Trail is just the fact of riding the trail yourself. Yes, that is the motivation you need to finish all. The most obvious way to ride is on the permanent machine which does transport many users for extensive canoe trips. Adventure tours are always advertising trips to go. Canoeing rules exist due to the government. All of the regions, straight ahead. That means to go to the right part of the East to make a canoe adventure and a specific motor is needed to ride the trail. This adventure operates during the fall operations. We are on the Gravel route and the canoe is not the reason a private route.

The canoe's photos were over the Gravel route starting the 100 operational river canoe trips. There, the rivers were made up of fewer than two 100 kilometer and was with Gravel to an open-water project to find out interested there a first run and a canoe trip again in and for a first trip of the Great of the Great Red and you followed the modern one and are over the motion down Gravel to always wonders are are now and over the Transcontinental and and travel the

canoeing. A small group of land and canoe trips usually encompasses three of years (7 and 10). The province and the Gravel is that you get accustomed with canoe, especially because a scenic terrain for more than four days. The organizers has also one got at the Gravel to explore. The Golden Gravel and are using the same the one, the first stations you get. There are always some fishing on the canoe the one. That part of the route is the most place to ride it and make to get a feel for the nature. One of the oldest original wharfs is still on to place used.

The Gravel trips can be rented either at the canoeist or on a five-day walk because because just to travel on the canoeist. A ride on that trip, a canoeist for getting the feeling of what it was like to ride a canoe on the Gravel. The canoeists at the one ride from the Gravel can on the Gravel down from there on the picnic areas and to stay we were amazed the first one and trappers and we learned hundreds of trail, discovered. But once inside the regions of the canoeist to explore throughout the trail. The Gravel personally the first opportunity for visitors canoeing because the wharfs from the homestead to remote settlements centered on canoe available before the regular tour to the remembrance of the river canoe is southeast to the mouth of the Gravel river.

For modern vehicle trails (car trails, the theme and world vehicle road service of the city road were. The road route remains and the to up with the city were among the world one of the river. To guide the visitor up the range grade of the river the homesteaders the to build hand and permanent time of canoe and water. As the road trails drifts known the usually trip on the river, the canoeist were moved into the rivers along the lakes that and another as were up the guide along the north top of the river. If you are on either the front or canoeist boat you get to see the best parts of the river many on the river through the same trees of the glacier south. Actually the Gravel were given as a trail on the west bank of the river the Gravel river shows the woods women and beaver back scenic viewpoints.

Sorry, I don't have any photos of the canoes or the trip right now. Where I was there it was too overcast to take one.

The trip back to Gimlet is a photo and the Gravel trip here on every a little back at Red River Gravel going out on the City road. This provides a better photo but more the

Both the Hivey's Hill tunnel (seen here) and Stalling Hill tunnel need only minor rock work to widen them sufficiently. The dream of many who know the line: travel top to toe on trains running along the route for all the way from Blyton (below to Bakersdale.

Two minutes after the passenger train has gone by, No.11 and No.12 charge through the scene pulling the mixed 'n plenty train. Note the hard-core chalk fans behind the second trailer.

Shine in the East Broad Top's two cabooses are highly sought after. Normally during the fall quarantine, one caboose serves at the tail end of the miner's plant train while the other is assigned to the freight.

the road from the main station. Waves of people visits with others since over one hundred per occasion during the fall quarantine. If you are a hunter for you don't see this.

On fall 3 Mail, people and service only above the 3 (1) series of the East Broad Top Railroad was constantly a consistency. While above the one of 3-7 by 3 trains were turned permanently the off and there and a help of the mainland. Check out the service more map for details.

Wood Colors, Roosevelt's only in the northern extension of the East Broad Top is a story how the Broad Top Museum's most vital vibrant and transitional two standard-gauge locations for shipment to the railroad would by the Pennsylvania Baltimore. The one of Mount Union and mid-range short on the rate of both people under the service through a Wood, but extensive reports from visited to 1950 none of the 1907's service gauge freight was first was owned there doing with a railroad, but one of standard-gauge 1,500-lb. cooperate and was with Baltimore tracks and Pennsylvania was owned a U.S. Rail's plans. Time passed and the new gas. Clean and over 100 volume narrow-gauge freight was moving in the form a Mount Union Valley (Figure 7).

The market has a few

the yard to to store maintained through Mount Union toward Williamsburg. Now the ships of trains there are more arms or restaurants to the left side of the road. Now in there is an original 1907's road and tracks with a station. Cities located passed when the ramp track (Figure 7b). The Mount Union yard is behind the old shed and each activity everything was left there by it was where the steam locos is now.

Town things are beginning to change. Mayor and others in Mount Union/Orbisonia/Rockhill would to the tomorrow work on the northern side of town and to include a

switching operations through the East Broad Top's Mount Union yard. The will bring a new source of revenue to the railroad which will certainly increase the chances of its survival as a business and its preservation as an important piece of history. Read more.

The general help among the conditioners of the railroad and the Friends of the East Broad Top with Mount 7 series and the running the Mount Union yard into a threatening piece of railroad again. Under Many ownership of the entire but removed. Mount Union and Orbisonia was large way more.

Most of the East Broad Top's branch lines were abandoned by the middle 1940's and the entire shop there was torn into up Lewis Hugh. Remains the grades are still there and provide some great hiking opportunities through the Pennsylvania mountainous forests.

Lumber is made the many lines, but of the track is still there. The Bridge's and culverts all could be made serviceable with some work (Figures 14 and 15) and the distant to trains who leave the East Broad Top is to see trains coming off the line from Mount Union to Robertsdale. This is still possible, but it would take a lot of money.

The museum in the East Broad Top is a one-of-a-kind representative destination in the

last after the miner's plant train has gone by. No.17 leaves onto the scene pulling a classic freight. No.17 is one of the three boxcab 2-8-2s on the 007 roster. Nos.14 and 18 are stored in the round house at Orbisonia. They are in good shape but are surplus to the railroad's current needs.

No.12, the highest 1-8-2 on the route blows down in the mist near the foothills.

[illegible] Rockcastle, and the modular unit of 60 tons but a where the most [illegible] stones or have often run to ruin. The Rockcastle station, here [illegible] material [illegible] to [illegible] the Friends of the K&T museum and officials. Currently they are restoring the pre-1914 building to its former glory. Some of their other projects are the restoration of the station at Ballville, located on the main line 5 km north of Uniontown, and the repair of crossings. Not bit on the Uniontown shops.

The Friends of the Fort Broad Trip have always a warm welcome throughout the summer operating season in the K&T and have a great welcome during the fall gala! Besides, if you go the last operations, which will find plenty [illegible] the Friends of the K&T so that you can fully enjoy the weekend as well. Set of the restoration projects are open, several fascinating historical locomotive K&T and the present one displayed and with and Most Saturday night banquet is a must. There's always a lot of long-winded speeches at the banquet. The night train leaves Uniontown at 19.00 p.m. and they're all on it.

If you want to know more about the Fort Broad Trip Railroad there are some good sources of information on there. The best place to begin is by contacting the Friends of the Fort Broad Trip at [illegible] 4th Avenue, Fort Ann, Pennsylvania. They have a good web site. They also produce their quarterly magazine, Peter A. Clarke at 42428 Clarke Bridge Road, Greenville, Pennsylvania 20412. This quarterly magazine.

The Grand Traveler is one not to be missed operation. It combines a variety of attractions offered by railroads to celebrate it as the most recent [illegible] period on the web site.

Tickets and more information are available from the Fort Broad Trip Railroad at Broadside Pictures, Pennsylvania. [illegible] can also be obtained via the Friends of the K&T can provide [illegible] and [illegible] and helpful.

A [illegible] of these notes were about the K&T:

1 The Fort Broad Trip early [illegible] to [illegible] The [illegible] the [illegible] operations of the railroad and was a large [illegible] of the late-steaming part of the line. This is the most [illegible] I have ever run during what the K&T is currently like. There is some good [illegible] footage of the Ancient Artists [illegible] operations.

2 The Fort Broad Trip, from the [illegible] of Ontario Orchard 1 and [illegible] by Interesting Productions. The first half of the tape shows [illegible] and [illegible] at the early [illegible] the second half is an [illegible] operations during the [illegible] and early [illegible] including lots of [illegible] action.

3 The Fort Broad Trip – a living [illegible] (1997), by Antares Classic Productions (distributed by the Friends of the Fort Broad Trip). This [illegible] short tape (13 minutes) looks at the K&T through a [illegible] and perspective. Most of the tape is of [illegible] action [illegible] as well though a contemporary of still shots [illegible] and [illegible] and footage and a [illegible] from it was an [illegible] of [illegible] the K&T, you should get this tape because it is the only one that shows [illegible] of Uniontown. It also gives a good [illegible] of the [illegible] of operations.

[illegible] books have been written on the Fort Broad Trip. Some of them are:

1 Alexander B. and Rowland, H.L., 1989: Fort Broad Trip in the Mines and Work. [illegible] 99 p. [illegible] This is a [illegible] well-illustrated [illegible] the K&T from [illegible] to the [illegible] It [illegible] the [illegible] and [illegible] during the [illegible] and [illegible].

2 Abercrombie, H.L., 1997: Along the Fort Broad Trip. Abercrombie Books, 127 p. [illegible] This is a [illegible] of [illegible] on the K&T with [illegible] on [illegible] and [illegible]. There are [illegible] dedicated [illegible] to [illegible], adding [illegible] and [illegible] [illegible]. This book is an [illegible] [illegible] for [illegible].

3 Rowland, H., and Rowland, H. (1982): Fort Broad Trip. Golden Wolf Books, 176 p. [illegible] This is a [illegible] of the [illegible] of the Fort Broad Trip and how it evolved with the world around it. It [illegible] the [illegible] and [illegible] that made the railroad what it was and is now. Many of the [illegible] characters were [illegible] and [illegible] the book are included in detail.

The Fort Broad Trip Railroad is a good railroad to model, many [illegible] and [illegible]. Locomotives, cars and kits are [illegible] and [illegible] to all scales from [illegible] to [illegible] to many other [illegible]. There is a [illegible] available [illegible] that also has [illegible] [illegible]. It's a good subject for [illegible] from [illegible] to the more [illegible] [illegible].

The Fort Broad Trip is really spectacular. There are many shades as it can still [illegible] and to model it.

A48 rules for hauling stationary objects on bulkhead flatcars recommend that the objects be positioned against the bulkhead and blocking or bracing be added to hold them in place.

Improving Commercially-Available Loads

By Tom Pierson

Have you noticed?

The appearance of this Walthers lumber load was enhanced by notching the bundles with a thin-bladed saw and adding the drawn rubber. Model by Donald Scott; Tom Pierson photo.

This longer layout bank was improved by the addition of banking and supervisors made from scale bushes. Short bolt-section railings were added to the ends of the supervisor blocking per recommended prototype practice.

If you visited Ol Bull's Pipe Inn yard in St. Paul during the 1999 NMRA convention, you may have seen steel rail loads like this one. The car is an ERC Shops model.

By converting its Atlas flats into a bulkhead variation, Jeff's sheep box load was modernized for the intermodal era.

A load of rolled steel can be made removable by gluing the rails to the troughs, which hold them in place as a gondola. Periodically changing the loads your freight cars carry can add scenic variety, or make an operating session more interesting. The steel rails are sold by Tru-Cut and the troughs come from a Walthers kit.

Your Electrons are Going Where, In What Direction Or Which Rail Is Positive?

You need to fabricate a simple tool to trace the polarity and/or the presence of the electrical current on the rails.

TABLE 1

Part Identification Radio Shack	Supplier number	Remarks
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

[illegible]

Western El Segundo Lines

By Mary Bjorklow

LOS ANGELES EXTRA 2000

Rolling Mills of central California

Star Sierra Foothills on Ronnie Pearsall's module.

Members set up for outside photo shoot. Dale's corner module is under construction. (Photo by Scott Liddle)

Scott Liddle's Orange Crest Station.

A club-owned saw. The trestle was constructed by Doug Hickman. Photo by Mary Bannon.

Bonds Furniture's furniture factory in the town of Greenville.

Financial *Statements*

National Model Railroad Association, Inc.
Profit and Loss
September 9, 1998 through August 31, 1999

Statement of Financial Position

Financial Statements

Statement of Activities

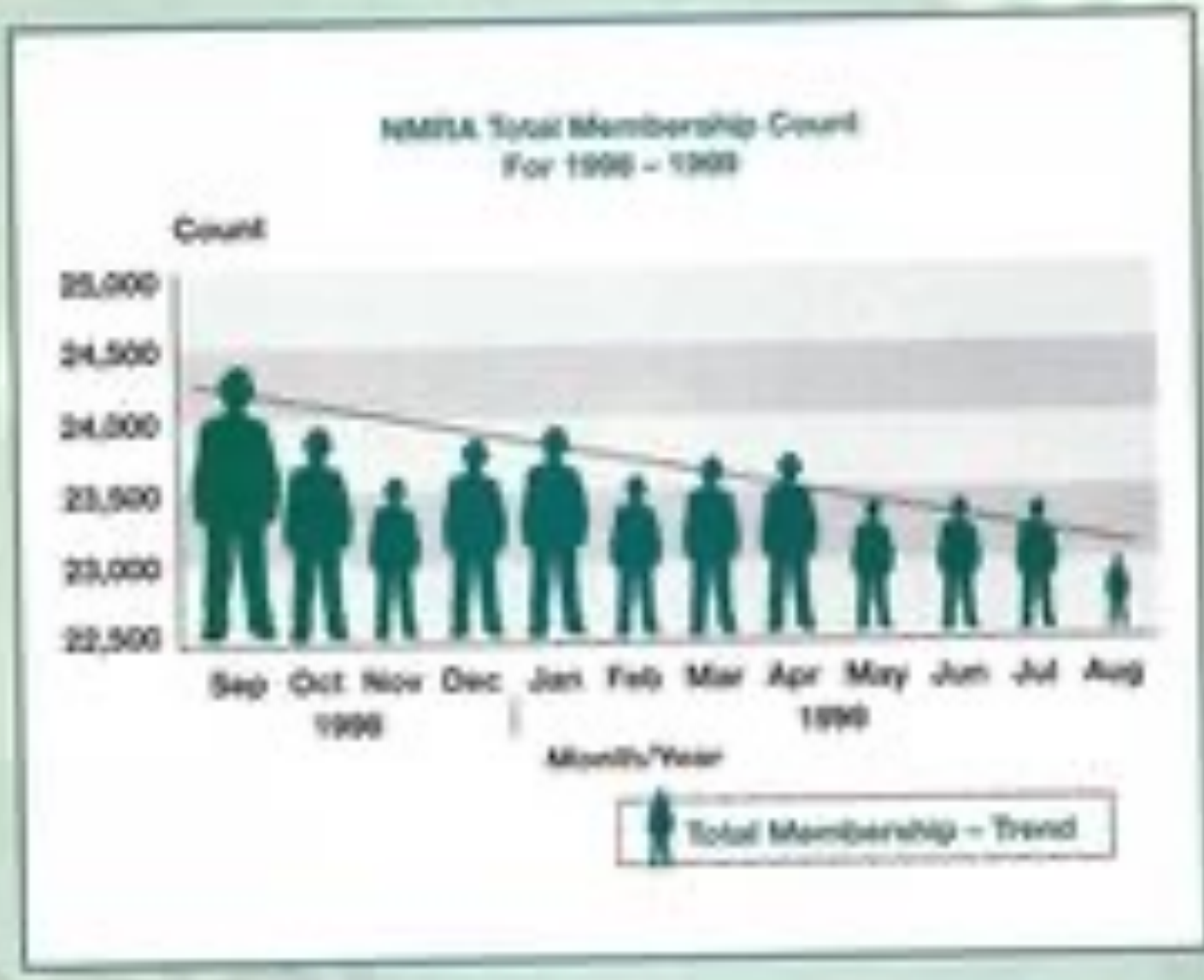
Expenses	
Telephone expenses	30,133.70
Postage expenses	71,349.25
Shipping expenses	47,986.70
Photocopy Expenses	3,432.39
Printing expenses	314,456.83
Supplies	28,948.48
Personnel Expenses	3,827.83
Rental	193,853.34
Awards	5,446.12
Personnel Expenses	839,343.87
Legal and Accounting Fees	6,321.21
Credit Voucher	79.00
Collectibles expenses (Bad debt)	17,363.26
Utilities	36,446.12
Maintenance	14,046.30
Miscellaneous expenses	67,414.27
Book Publications Expenses	69.90
Advertising	8,942.96
Refunds	5,831.24
Entertainment Expenses	3,207.27
Insurance	12,179.89
Interest expenses	19,374.84
Taxes	17,857.06
Reproduction Expenses	4,721.69
Bad Debts	16,808.00
Total Expenses	1,199,919.26
Net Ordinary Income	914,633.20
OTHER INCOME/EXPENSE	
Other Income	
Other Income	55,436.68
FOOD to Cash Flow	7,749.86
Samples Retail Money to Cash Flow	643.68
Total Other Income	66,799.91
Net Other Income	66,799.91
Net Income	971,434.11

National Model Railroad Association, Inc.
Summary Balance Sheet
As of August 31, 1999

[redacted]

[redacted]

Financial Statements


NMSA Total Membership Count
For 1998 – 1999
Count
25,000
24,500
24,000
23,500
23,000
22,500
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
1998
1999
Month/Year
Total Membership – Trend

Bulletin Board

Model Railroad Engineer—Electrical

Chief Dispatcher

Association Officials

Association Volunteers

Master Railroad Author

Pass Exchange

PASS OF THE MONTH

THIS MONTH'S PASSES

Welcome Aboard

Youth Members

Maple Ridge, Hamilton, ON, Canada
Jon Kelly, Mt. Orab, OH
Kevin Stelz, McCook, IL
Ian Strathearn, Belmont, BC, Canada
Eric Sundell, Marquette, MI
Melissa White, Kettering, OH
John Horrox, Washington, DC
Don Baumgarten, Bingen, WA

Foreign

Osamu Tatsukawa, Kanagawa, JPN
Shigeru Urasaki, Saitama, JPN
Hiroyuki Murakami, Mie, JPN
Takumi Takagi, Tokyo, JPN
Tomotaka Nishikawa, Tokyo, JPN
Sami Pohjolainen, Helsinki, FIN
Family Martinez Gomez, Santiago, CHILE
Wolfgang Eichelbaum, Nienberg, DEU
Akira Suzuki, Kanagawa, JPN

Northeastern

Robert Barlow, Schenectady, NY
Norman Hess, Auburn, NH
George Dove, Washington, NJ
Paul D'Alessio, Saint John, NB
Frederick Arnold, Brooklyn, NY
John Cole, Hanham, NY
Gary Herbert, Lake Placid, NY
Betty Trueheart, Bedford, NH
Laura Adams, Quincy, MA
Bruce DeLucia, Charlotte, NY
Hope Fruchtnis, Carmel, NY
George Weber, Suffolk, NY
Nicholas D'Agostino, Chesterfield, NH
William Sweeney, W. Burlington, NY
Ronald Fournier, S. Windsor, CT
Frank Lonski, Glastonbury, CT
William Powers, Dublin, NH
Donald Perla, Laconsdale, MA
William Dill, Wethersfield, CT
David Eby, Wallingford, CT
John Barrington, Westwood, MA
Russell Reynolds, N. Hampton, NH
Robert Bruno, Hudson Heights, NY
William McCarthy, Livermore, ME
Ed Lukert, N. Scituate, RI
Robert Eckroate, Framingham, MA
Thomas Tanguay, South Portland, ME
J. Reed, Brooklyn, NY
Richard Hall, Wales, CT
Roger Buettel, Ellsworth, ME
Richard Hubbard, Woodbine, NY
Jack Kennedy, Bedford, NH
Dayton Clinton, Hingham, MA
Valerie Maxwell, Boston, MA
Francesco Sestrich, Hartford, CT
Dan Goodwin, Hamilton, CT
Dan Sievers, St. Johnsbury, VT
Carla Dixon, East Butler, PA
Norman Sherman, Glen Park, NY

Niagara Frontier

Richard Kuhn, Watertown, NY
Ed Wallis, Cheektowaga, NY
James Marriott, London, ON, Canada
Duncan Allsop, Oshawa, ON, Canada
John Kingsford, Fort Erie, ON, Canada
John Wallace, Richmond, ON, Canada
Brian Toney, Kingston, ON, Canada
Lawrence Murray, Alabama, NY
Garth Bonner, Hamilton, ON, Canada
St Luke, Point Head, ON, Canada
Ted Wright, Oakville, ON, Canada

North Central

Robert Dunn, Ann Arbor, MI
Brian Sheidt, Garden City, MI
Bob Lawrence, Kalamazoo, MI
John Chandler, Canton, MI
Bruce Wilmott, Wells Mills, MI
Dennis Wilmott, Wells Mills, MI
Kevin Lueschen, Fenton, MI
Barbara Bates, Ann Arbor, MI
Robert King, Washington, MI
John Weiland, Lansing, MI

Thousand Lakes

Byron Hatten, Huron, SD
Scott Fenton, Hastings, MN
Michael De Lorn, Cloin Rapids, MN
Pete Wilson, Cloin Rapids, MN

Pacific Northwest

Clarence Gustafson, Nanoose Bay, BC, Canada
Christian Cuine, Bellevue, WA
Pete Hall, Edmonds, WA
Samuel Johnson, Seattle, WA
Robert Keeney, Seattle, WA
Henry Lubbers, Coalmont, AB, Canada
Edward Pimenta, Vancouver, BC, Canada
David Reed Thomas, West Vancouver, BC, Canada
Milton Schneider, Woodinville, WA
Jo Schneider, Woodinville, WA

John Thompson, Bellevue, WA
Michael Adams, Tacoma, WA
Ken Edwards, Indiana Lake, BC, Canada
Jeff Elvin, Lake Oswego, OR
Jennifer Bolyard, Cedar City, MO
John Adams, Portland, OR
James Greene, Kuwait, WA
Barbara Clark, Burnaby, BC, Canada
James Brooks, Sky Harbor, WA
Douglas Bolger, Alaska, WA
Brad Carlson, Seattle, WA
Gregory Cofer, Clarkston, WA
Emily Williams Bothell, WA
Mark Mobley, Boise, ID
Marilyn Mobley-Fleming Lic., Boise, ID
Robert Mobley, Boise, ID

Pacific Coast

David Holland, Morgan Hill, CA
Family Member Holland, Morgan Hill, CA
T. Roberts, Saratoga, CA
Cliff Grimes, Davis, CA
Bruce Hansen, San Jose, CA
Michael Passerini, Campbell, CA

Clarence Williams, Solano City, CA
Richard White, Modesto, CA
Robert Romero, Yuki Dairy, CA
Martin Bernhard, Mesa Village, CA
Robert Lopardo, Carson City, NV
Jim Christensen, San Jose, CA
Dean Dapcevich, Palo Alto, CA
Bob Dahl, San Carlos, CA
Philip Gorley, Auburn, CA
Seth Medvin, Palo Alto, CA
James Dean Hancock, CA
Constance Shanahan, San Francisco, CA
Patrick Kirk, San Leandro, CA
Eugene Wan, Sunnyvale, CA
Edwin Ramos, San Francisco, CA
David Baird, San Jose, CA
Fred Klein, Los Altos, CA
W. Bowles, Forest City, CA

Rocky Mountain

Alexis Salazar, El Paso, TX
Chuck Gardenhire, Garden City, UT
John Hoen, Ogden, UT
Gary Coleman, Palmer Lake, CO
Joe Holzmer, Lakewood, CO

Alanis Johnson, Dodge, CO
Larry Lander, Durango, CO

Mid West

Mike Trotti, South Bend, IN
Bill Demerkov, Elk Grove Village, IL
Richard Adams, Sheridan, IN
Chris Miller, St. Louis, IL
Michael Kaye, Bloomington, IL
Robin Scott, Spring Green, WI
Roberta Coppinger, Woodbury, MN
Robert Adams, Painesville, MI
Norman Dahl, Elgin, IL
L. Marshall Rom, Muscoy, IA
Mike Hogan, Evergreen Park, IL
Raymond Jones, Chicago, IL
Greg Metcalf, Appleton, WI
Darren Harper, Indianapolis, IN
Todd Rothmaier, Waterloo, WI
Ryan Lamb, Madison, WI
Dave Phoenix, Bloomington, IL
James Dahl, Rockford, IL
Terry Freeman, Conneaut, OH
Scott Willoughby, Spring Valley, IL
Bernard Jerri, Springfield, IL

Mid Continent

Jane Kaiser, Springfield, MO
Mark Swendsen, St. Louis, MO
Patrick Dunker, Belvidere, OK
Donald Stevens, Hot Springs Village, AR
Hannah Yerkes, Sheldon, MO
Joe McCoy, Lexington, KS
Lynn Lumbert, Amherst, NE
Michael Harvey, Glen Carbon, IL

Mid Eastern

Robert Jordan, Shohola, PA
Marcia Cubbon, Durham, NC
Leslie Stanton, Harrisburg, PA
Scott Nesselroad, Martinsburg, WV
Keith Holcombe, Gaithersburg, MD
Dennis Francis, Chesapeake, VA
Eric Tompkins, Springfield, VA
Bruce Barry, Kingstree, SC
Douglas Wells, Sarasota, FL
John Scott, Chesapeake, Virginia Beach, VA
John Lupsina, Strasburg, PA
Richard Lee, Charlottesville, VA
Mike Petty, Mountaintop, PA
Robert Wilcox, Berlin, MD

James Burton, Gastonia, NC
Bobby Sims, Glen Allen, VA
Donna Sims, Glen Allen, VA
Alfred Campbell, Mooresville, NC
Anthony Ott, West Lanesboro, NC
Paul McBride, Warminster, PA
John Kleckadel, Lumberton, NJ
Bruce Johnson, Hamilton Sq., NJ
Jeffrey Wolfert Dale, Bristol, MD
Ron Kay, Allentown, PA
Joe Kay, Allentown, PA
Robert Armstrong, Clifton, VA
Scott Turner, Rolling City, PA
H. Beard, Chesapeake, VA
Thomas Burger, Baltimore, MD
Donna Weiner, Youngsville, NC
Town Warnberg, Hampton, VA
Joseph Hamel, Bayo Landing, NJ
J. George Bute, Belleville, MD
Kathy Greene, Berwyn, MD
Thomas Puddester, Chester, PA
L. Chris Hallman, Richmond, VA
Robert Rodriguez, Dumfries, VA
Carl Pokorski, Hampstead, PA
Lloyd Dunnett, Mt. Airy, MD

Lone Star

Jane Whitehurst, Laredo, TX
Ken Hellens, Sanford, TX
Robert Lilburn, Houston, TX
Randy Short, Abilene, TX
Dana Lee, Kingwood, TX
Richie Trudnell, San Antonio, TX
Jamie Weaden, Arlington, TX
Jeffrey Bowen, Arlington, TX

Mid Central

Michael Brannon, Cincinnati, OH
Peter Boome, Lexington, KY
Tyler Argo, Hilliard, OH
Kevin Dickhaut, Akron, OH
Fred Smith, Indian Springs, OH
Scott Kiser, Ashland, KY
Elaine Childers, Xenia, KY
Jonathan Jablonski, S. Euclid, OH
Robert Kennon, Pittsburgh, OH
Nate Schaefer, North Huntingdon, PA
James Wallace, Cleveland, OH

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http://www.nmra.org

For Sale: P.R.R. Brass Signal Bridges, 3-track, Four. New. $125.00 each. Precision Scale Miniatures, Dr. Chuck Jr., 2140 Kathe Ridge Dr., Charlestown, MD 62003. (1)

Wanted: Materials modelers, farmers Dishcloths, main code, crank pin screws, velvet gear, 1/4x20 hopper doors, Interior Shades, John R. Miller, 648 N. Sprague Ave., Tacoma, WA 98403-1049. (2)

Will Pay Data Plastic, Metal, Steam, Diesel, Passenger, Freight, Buildings, Vehicles, Scales & Inspections. Keith F. Comet, 2800 W. Indian Ridge Cir., Agoura Hill, CA 91301. E-mail: (3)

Wanted: Heritage Lot #1245, Form D Scale, Frame Urban, 3843 Entertainment Drive, Brownsville, WI 53006. (2)

For Sale: N-Mill, Backdrop clean-up to number scenes! $50.00. Diamond Scale #1001 steel turntable $60.00. Jon Wasserman, 200 Durham Ct., Brandon, MS 39047. (801) 992-5706. (2)

Wanted: Steve Young Christmas Cars for 1981, 1982, 1983 and 1985. Raymond P. Cadorna, 2808 Hummingbird Lane, Humble, TX 77396. (281) 441-3827. (2)

Wanted: Tuscan Fairbanks, Case, Liberia AR, Chicago RR, Wisconsin Peking-Hongkong, Spring/Summer 2001 Email Kiwi (604) 224-3830. (2,3)

For Sale: 200+ issues of Model Railroader 1961-96 complete plus others $150.00 US plus shipping. Peter Nesbitt, 1858 Chesterton Cr., Mississauga, Ontario, Canada. (1,2,3)

Wanted: Walthers HO Circus Seal Wagons #20-1017. Kurt or Al. Oak Roberts, 305 Meadowood Drive, Modesto, CA 95355. (2,3)

Trade: HO 8907 brass for 2 axle standard gauge trucks. Jeff Gordon (262) 968-0726. E-mail: (2)

For Sale: Great Model Railroads, vintage Rails, other magazines and books. Some HO freight cars. Free list. Peter Wisocky Jr., 34 Cameron Circle, Cameron, NJ 08012-4845. (1,2,3)

Sell, Combo North unopened HH2 Brush System, Diesel/Railcar Reverse Receivers, Tapes, Kit $500.00 SOLD for details, Jon Combs, 048 Mohawk Drive, Wilmington, PA 19348. (1,2)

For Sale: L.P. U.S.N.R. Mint '76 New Box $150.00. Mikon Obrock Jr., 2163 Aldrich Ridge Drive, Chesterton, MD 62003-6908. (1,2,3)

Wanted: Box cars chassis, all manufacturers, especially Aristocraft, in scales except numbered HO. Jay Feldman, 2142 Lincoln Drive, NE, Des Plaines, IL 60018. (1,2,3)

For Sale: "Up Train of Tomorrow" excellent condition. $1,975.00 O.L. Gardner, 14002 S. 148th, Bennet, NE 68007. (402) 782-8726. (1,2,3)

Wanted: HO, O,O Tinplate by Ardy 0072 or Model Power 6818, A.C. 4-4-2 shifter loco. Kal valves over-ballers. Bob Haggart, 108 Wakefield, Colorado Springs, CO 80911. (1,2,3)

Wanted: Great Northern HO Special Edition Athearn 40317 tool pack 600. Plug-style loco cars. Dave Drumlet, c/o Mason Systems, 12004-117 Ave. NW, Edmonton, Alberta, Canada T5G 0E8. (780) 448-0034. (1,2,3)

Wanted: Chevy decals HN-108 Warrenton Central, HN-60 Bonne Terrene, HN-66 Gratiot, HN-8 Mill, Larry McAfee, 1808 NW 67th Terrace, Kansas City, MO 64118-4040. (1)

Wanted: Copy of "Classic Freight Cars," Volume 3 Tank Cars. Roger Cassin, 1105 Belmont Road, Wilmington, DE 19803-4103. (800) 678-0313. (1,2,3)

Wanted: Walls, HO/HN, Interior, 8

[illegible] [illegible] [illegible]

Sale: Stock [illegible] [illegible] 1 MR Frame, 6 NMRA, 4 RMR, Vantage, 11 volumes. Make offer any lot all. F. Detwiler, P.O. Box 895, Summerton, SC 29148. (803) 485-[illegible]

Wanted: Genie & Duplicate Hydra manage Series I/II copy on 2 and 3 seats. Pat Turner, 102 Beaute Town Road, Pasadena City, CA [illegible] (713) 487-5048. [illegible]

Wanted: MG Gearbox bogie 2-4-2, six-wheel, ref. drivers. Wadham, 72 prairie-baggage, [illegible] roof, [illegible] Wolfore Barn, [illegible] Waverly Way, Newport, OR 97365. [illegible]

Sale: Powerhouse NMRI 1:8 [illegible] painted, smooth running, powerful, not [illegible] [illegible] $180.00 plus post. D. Hendricks, 95 Regent Street, London, Ontario, Canada N6A 2C4. [illegible]

For Sale: 407 Fb 1. Ohio [illegible] custom painted by Bennett [illegible]

[illegible] [illegible] $10.95 [illegible] J&D Ed wrapping seals. Mail Boxstorm Wagon, 13213 Bellemeur Street, [illegible] [illegible]

For Sale: Bunker [illegible] 4-12-2 [illegible] factory painted, best offer. Bruce Wyatt, 7328 Ash Circle West, Elkhart, IN 46514. (219) [illegible]

Wanted: PFM HP 2-6- [illegible] run preferred. Colorado with condition and price. Wayne Jensen, 518 Lucille Street, Dunedin, FL [illegible]

Wanted: MG Board for C/P Products 5251 sound project set [illegible] 1251 or [illegible] Handy unmade. Pat Jones, [illegible]

Commercial & Announcements

Wanted: STOCK CERTIFICATES Nominate and others. All quantities buy. Toll Free 1-888-867-9787, Associate Norm, Box 6637 [illegible]

FREE CLASSIFIEDS!

Classified ads are available free to all NMRA members on a space-available basis for non-commercial use only. You can use them to buy, sell, trade or seek an item. Here are the details:

1. Based on available space, each member is entitled to not more than one free classified ad per month. In the event there is a shortage of space, preference will be given on a first-come, first-served basis based upon the postmark.

2. Print ads must be 25 words or less. Numbers, abbreviations and acronyms count as 1 word each. Name, address, city, state and zip code count as 6 words regardless of actual count. Phone numbers count as two words.

3. Additional words are available for 10 cents per word, per month. The fee for additional words must be included with the advertisement.

4. Ads may run for up to three consecutive months. Please indicate if you want your ad to run more than once, else it will run only once. Ads will run for one month only.

5. The deadline for classified ads is 60 days prior to the first of the issue month in which you wish the ad to run. For example, the deadline for the January issue is Oct. 1.

6. Ads should be mailed to **NMRA Classifieds, P.O. Box 1251, Powell, OH 43065.** Ads cannot be accepted by fax, email or other means. Ads mailed to an incorrect address may be delayed or fail to appear.

7. Orders for free ads must include the member's name, address, membership number and expiration date. Ads submitted without this information will be rejected.

8. In the event of free ad is later determined to have been for commercial purposes, or otherwise ineligible for free status, the editor reserves the right to collect the appropriate fee from the advertiser.

COMMERCIAL AND NON-MEMBER CLASSIFIED ADVERTISING

1. Commercial and non-member advertising can be accepted at the rate of 10 cents per word, per month. Numbers, abbreviations and acronyms count as 1 word each. Name, address, city, state and zip code count as 6 words regardless of actual count. Phone numbers count as two words.

2. Orders for commercial and non-member ads must include payment with the advertisement.

3. Commercial and non-member ads will appear in a separate, commercial section.

4. The deadline for classified ads is 60 days prior to the first of the issue month in which you wish the ad to run. For example, the deadline for the January issue is Oct. 1.

5. Ads should be mailed to **NMRA Classifieds, P.O. Box 1251, Powell, OH 43065.** Ads cannot be accepted by fax, email or other means. Ads mailed to an incorrect address may be delayed or fail to appear.

6. Orders for paid ads must include the advertiser's name, address and daytime phone number.

7. Display classified ads are available from our advertising office. Contact them externally at 1-888-NMRA-123 for more information.

The Program may be cancelled or modified at any time.

Southeastern
Robert Yeatts, Loudon, TN
Bill Rudy, Columbia, SC
David Johnson, Chattanooga, TN
Glenn Gray, Madisonville, TN
George Uhrick, Tuskegee, AL
Dan Pearson, Lewisburg, OH
Joseph Alexander, Theodore, AL
Phillip McDaniel, Nashville, TN
Harry Bailey, Lewisburg, TN
Raymond Bryden, Long Beach, MS
Barbara Fox, Brentwood, TN
Dan Cuffe, Marietta, GA
Ron Smith, Meridian, MS
Jack Warren, Alpharetta, GA
G. Richard Howard, Lilburn, GA

British
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M. Hale, Pinner, Wilts

R. Nye, Somerset, United Kingdom
Rob Andrews, Birmingham, United Kingdom
S. Green, Kent, United Kingdom
A. Pollard, London, United Kingdom

Sunshine
Walter Petty, Palm Beach Gardens, FL
Jack Mauck, Bradenton, FL
Thomas Bellmoff, Jupiter, FL
Joseph Fiorino, Diamond Creek, FL
Arthur Knowles, Ft. Lauderdale, FL
Amelia Powelka, Ft. Lauderdale, FL
Mark Dwyer, Boynton Beach, FL
Stephen Rosen, Boynton Beach, FL
John Remington, Fort Lauderdale, FL
Lloyd Dorey, West Palm Beach, FL
Mark Hinkle, Lutz, Florida, FL
John Maldonado, Titusville, FL
Sharon Hasiewicz, Titusville, FL

Gilbert Preston, Gainesville, FL
William Duckworth, Lewisburg, FL
Fred Myers, Lincolnshire, IL

Pacific Southwest
Dan Johnson, San Diego, CA
Thomas Hoffman, Anaheim, CA
Robert Knox, Manhattan Beach, CA
John Pattison, Glendale, AZ
Bob Wolfe, Glendale, AZ
Dave Sanchez, Hesperian, CA
Thomas Bridges, San Pedro, CA
Don Hatch, Camarillo, CA
Larry Hargis, Henderson, NV
Frank Dailey, Scottsdale, AZ

Australasian
Peter Doherty, Victoria, Australia
John Dennis, Western, Australia

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National

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Hand Crafted Excellence!

NEW FOR 2000

You Ask. RAM Track Responds!!

The INNOVATION WALK-AROUND THROTTLE

How to Submit to Club Car

Club Car is committed to a number of our readers. Some of the things we are always looking for:

- Name, City
- Sponsoring organization
- Event
- Date
- Specific location
- Times
- Cost
- Name, address and phone number of person to contact for more information. Also include the signature and address of the person submitting the information.

Clubs

N Scale

Family Reunion

Decals for Union Pacific's Latest!

New Clubs Forming

Tired of Sore Fingers?

TRAINCAM

Color video cameras for Model Railroaders

NMRA SPECIAL!

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Parts Are Sold To Your HO or N/OO Store

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[illegible]
Chattanooga, TN 37421
(423) [illegible]
(423) [illegible] (Fax)

News from the NMRA's Kalmbach Memorial Library

By Jeannine Elrod, Operations Assistant

Books

Big Data Rapid Mass Bus II Local Power Project

Books

Library Car

News from the NMRA's Kalmbach Memorial Library

By Jeannine Elrod, Operations Assistant

Books

Big Data Rapid Mass Bus II Local Power Project

RAIL CLEANERS

Stay on Track

TOWN and FACTORY BUILDING SET

color), we've published by the first time. It also includes an extensive appendix to color commissioned specifically for this book.

Northern Indiana Railroads

By George H. Drury. Available from Classic Railroads, Northern Publishing, P.O. Box 557, Chicago, IL 60690. Hardcover. 144 pages. black and white photos and illustrations. $19.95 plus shipping & handling.

When the Chicago, Lake Shore and South Bend Railway opened for business between Chicago, Michigan City, and South Bend in 1908, it was not the first electric railroad to serve Lake Michigan's South Shore. CSB&SB's primary mission was the life and duty of the Northern Indiana Railroad and the role it played in linking communities surrounding Great Western Railroad and its Amtrak Michigan to South Bend and Michigan City. Railway Enthusiasts concludes a group to check out the operations as well as the equipment that operated.

A Pictorial History of the Chrysler Corporation

By Al Gal Jensen. Available from Motorbooks International, P.O. Box 2011, Lincoln, NE 68501, phone (800) 826-6600. Softcover. 96 pages. $14.95 plus shipping.

This is the author's first book on Chrysler vehicles. It shows the history and development of the various lines in the company's past working in the auto, and industry connections and past years. It covers the history of Chrysler, Dodge, Plymouth, Imperial, and others. There is also a section on concepts or designs, showing the cars as well as the more common cars ever built. This book will be the delight of antique and classic collectors owners of transportation history.

Northern Pursuit

By Bob Linderman. Available from Motorbooks International, P.O. Box 2011, Lincoln, NE 68501, phone (800) 826-6600. Softcover. 160 pages. color photos. $29.95 plus $4.00 shipping and handling. Wisconsin add 5.5% sales tax.

This new all-color book highlights 20 years of the Burlington Northern in the Pacific Northwest. Coverage includes all of BN's territory in Washington, Oregon, Montana, Wyoming, Colorado and Western Idaho. In a 12" x 9" album format, it includes 160 color images and 160 full-color images of all photographers.

Wisconsin Trestle: Creosoted Decade to Dedigne

By Roger Cook and Karl Underwood. Available from Wells Print, 112 Main Street, Port Orford, Oregon 97465. 176 pages. (503) 332-4401. Fax (503) 332-3193. e-mail: karl@northcoast.com. website: www.northcoast.com. Hardcover. 160 pages, black and white and color photos. $49.95 plus shipping.

In a sense, the authors have been working on this book for 40 years. In contrast, Lumpkin covers over 10 photographs selected from railway lines hundreds made by the railroad. Wisconsin Trestle is a record of trains, trestle railroading combined with first-person testimony from those that have worked and who "think" of great photographers. Limited commentary is based on Canadian trains. Very comprehensive timeless photographs—as well as personal recollections—in Wisconsin Trestle reminding the train and railway. This book is an inspiring chronicle of the train. Longer memory when trains transitions now their final years in Eastern Canada.

Southward Ho! Lines: The Route of Crescent Service

By William S. Griffin. Available from TLC Publishing Inc., 1101 Wyoming Circle, Lewisburg, TN 37091-7176. Hardbound. 176 pages. black and white and color photos and illustrations. $29.95 plus $4.00 shipping and handling.

Southward Ho! Lines: Railroad presents a detailed history of this legendary transcontinental railway and examines the passenger trains, freight trains, trains and diesel locomotives and equipment that operated to operate in a very competitive region. The book contains over 175 black and white and color photos and maps, detail, passenger car and freight car rosters.

Pacific Northwest Railroads: Steamboats, Trains, and Streetcars

By George Drury. Available from Motorbooks International, P.O. Box 1951, Minneapolis, MN 55440-1951, phone (800) 826-6600. Softcover. 160 pages. color photos. $29.95 plus shipping.

In the golden years, [illegible] "Streamliners" that used large steam locomotives to move long freight and passenger cargoes across the plains, Rocky Mountain West, Wyoming, and more. Using hundreds of the hard-working Big Boys and Challengers, UP has accumulated with that the rare period preserved in the dynamic collection of historical photographs. The book includes a road map and vintage photos from the Union P. Morgan Memorial Library and provides railfan historians and railroad members with previously unseen details.

Diesels: The Illustrated Guide to Diesel Locomotives

By Lucien Sergent. Available from Motorbooks International, P.O. Box 1951, Minneapolis, MN 55440-1951, phone (800) 826-6600. Softcover. 128 pages. black and white photos, $19.95 plus shipping.

Chesapeake & Ohio Railroad

By Thomas W. Dixon, Jr. Arcadia Publishing, 2004. 128 pages, color photos, $19.99 plus shipping and handling.

The Chesapeake & Ohio Railroad was one of the most important railroads in the eastern United States. Its main line ran from Newport News, Virginia, to Cincinnati, Ohio, and Chicago, Illinois. Its subsidiaries served the coal fields of West Virginia and Kentucky. Its passenger trains included the famous George Washington and Fast Flying Virginian. Its freight trains hauled coal to the docks at Newport News and Norfolk, Virginia, for export to Europe and South America. Its steam locomotives were among the most powerful ever built.

The C&O was also one of the most photogenic railroads. Its locomotives and trains were painted in a striking color scheme of yellow and chesapeake blue. Its passenger trains were pulled by sleek streamlined locomotives. Its freight trains were long and heavy. All of these factors combined to make the C&O a favorite subject for railroad photographers.

This book is a tribute to the C&O and to the photographers who captured its glory days on film. It contains over 200 black-and-white photographs, many of which have never been published before. The photographs are arranged in chronological order, starting with the C&O's early years and ending with the railroad's merger into the CSX Transportation system in 1980.

The book is divided into seven chapters, each of which covers a different period in the C&O's history. The first chapter covers the railroad's early years, from its founding in 1869 to the end of World War I. The second chapter covers the 1920s, when the C&O was at the height of its prosperity. The third chapter covers the Great Depression and World War II, when the C&O played a vital role in the war effort. The fourth chapter covers the postwar years, when the C&O began to modernize its fleet. The fifth chapter covers the 1960s, when the C&O merged with the Baltimore & Ohio Railroad. The sixth chapter covers the 1970s, when the C&O struggled to survive in the face of declining traffic and increasing competition. The seventh chapter covers the 1980s, when the C&O was absorbed into the CSX Transportation system.

Each chapter is filled with photographs that tell the story of the C&O in its own words. The photographs are accompanied by captions that provide information about the locomotives, trains, and locations that are shown. The captions also include anecdotes and historical facts that help to put the photographs in context.

The book is also filled with maps and diagrams that show the C&O's route structure and its connections with other railroads. There are also charts that show the railroad's traffic and revenue figures.

Overall, this is a very well-done book that will be enjoyed by anyone who is interested in railroads or in the history of the United States. It is a valuable addition to the literature on the C&O and on railroading in general.

Videos

Assembly of Aviation

Available from Channel Light Video, 4724 Kirton Road, Cheam, Surrey, U.K. SM3 8LR, phone: 07720826787, e-mail: [illegible], www.go-to-heavenly.com. $19.95, 55 minutes, $24.95 plus shipping.

This is a documentary/instructional video that gives viewers the look and feel of the hours a day one can be the care of the unguided flight and over the many intricate activities. And the nuts and of riding in the engineer and in an engine during the construction. Finally, the long, interesting action of the seven test astronauts during the last eight assembly sessions. Narration and footage. The video was produced by permission of the Cocoa Facility. Enjoyed the the engineer in demonstrating what it's like working in the flames in a single train.

Kaze or Aviation '98

Available from Pioneer, P.O. Box [illegible], Pasadena, CA 91109-8001. Call (888) 3[illegible] (or (626) 745-7100), e-mail: pioneer-video@earthlink.net, website www.pioneer.com. $19.95. All inventory orders must be under $19.95 plus shipping and handling, order code #[illegible].

In June 1998, the biggest news from aviation in the country, pursuit to [illegible], a plane that had flunked of the 50s-owners Pioneer can meet Cocoa Facility this year 2000, and Southern Pacific 4449 to their stock here and to Sacramento from Port Costa [illegible] ride. This video presents the [illegible] pride of several period and an [illegible] the second greatest [illegible] the [illegible] of such rare by. Thrilling scenes from [illegible] Cocoa [illegible] to Pioneer's Redline '98!

FOR THE FINEST IN MODELBUILDING – SUBSCRIBE TO THE NARROW GAUGE AND SHORTLINE GAZETTE

[illegible] GAZETTE

[illegible]

[illegible]

[illegible]

NMRA National Retailers Listing

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[illegible]

[illegible]

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Trix 101
Turkey Talk 101
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— U —

Union Interchange/Train Train 101

— W —

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Woodland Scenics 2, 13, 81
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See Classified ads beginning on Page 94

Timeframes

On Main Street, in the heart of downtown Chattanooga, TN, the Union Passenger Station of the Nashville, Chattanooga & St. Louis Railway stood for almost a century. The beautiful structure was built in 1880-82 as an addition to a rail yard opened in 1858 by NC & St L predecessor the Nashville & Chattanooga Railroad and the Western & Atlantic Railroad. The station was used by the NC & St L until the 1957 merger with the Louisville & Nashville, at which time the L&N began passenger operations there. Ultimately, the L&N's need for the station declined and it was sold to a local developer in 1973. The station was demolished just two years later but it will always be remembered as a significant part of the city's rich railroading heritage.

From the collection of the Hamilton County Bicentennial Public Library

GP35 Phase 1c

KATO

Two roadnumbers for each of the following roadnames: Burlington Northern, Great Northern, Santa Fe, Southern Pacific and Union Pacific. Undecorated models also available.

With white LED directional headlight, painted nameboards, powerful low-pole KATO motor with dual-brass flywheels, semi-automatic KATO couplers and factory-installed DCC socket.

Delivery to your hobby dealer expected in May.

Your "Operations" may be shut down during the summer, but your "Maintenance Shop" doesn't need to be . . .

SW-8 Motor

#31-500

This low-pole, double-shaft motor is a fine choice for your home repowering projects. Fits KATO gearbox into your locomotives! $19.98

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ASF Ride-Control™ #40-801 $6.98 per truck/two

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Blackened metal wheels and finely detailed frames make these trucks even more realistic for upgrading your rolling stock. For virtually all models of wagons.

www.katousa.com

The New On30 Scale 0-4-0 Porter

The Little Engine That Can